

ROUTE CONCEPT REPORT SUMMARY
 ROUTE 150
 CASITAS PASS ROAD, BALDWIN ROAD, VENTURA AVENUE
 OJAI AVENUE, OJAI ROAD, AND 10TH AVENUE
 05-S. Bar-150 P.M. R0.00/2.2
 07-Ven-150 P.M. 0.00/34.40

ROUTE CONCEPT

<u>Segments</u>	<u>Limits</u>	<u>Concept Facility/LOS</u>
District 5		
I	P.M. SBAR R0.00/2.20	2-lane rural conventional highway, D 40 mph
District 7		
II	P.M. VEN 0.00/11.27	2-lane rural conventional highway, D 40 mph
III	P.M. VEN 11.27/ R14.41 = 14.53	2-lane rural conventional highway, D 40 mph
IV	P.M. VEN R14.41= 14.53/16.58	4-lane suburban conventional highway, D 15-20 mph (posted 25 mph)
V	P.M. VEN 16.58/19.93	2/4-lane suburban conventional highway, D 15-20 mph
VI	P.M. VEN 19.93/ 34.40	2-lane rural conventional highway, D 40 mph

CONCEPT RATIONALE

Route 150 serves as an interregional commuter and recreational facility between the City of Carpinteria (District 5) and the Cities of Ojai and Santa Paula (District 7). It also serves as the primary facility through the City of Ojai. Anticipated corridor growth particularly in the City of Ojai, will place greater demands on this facility. It is imperative that at least a LOS D be maintained on this facility and that the safest possible travel conditions be achieved.

AREAS OF CONERN

Approaching and in the City of Ojai (District 7) the traffic projections show the LOS deteriorating to LOS F, if no improvements are implemented.

IMPROVEMENTS

<u>Segments</u>	<u>Limits</u>	<u>Improvements required</u>
District 5		
I	P.M. SBAR R0.00/2.20	Upgrade/Operational improvements

IMPROVEMENTS (contd)

<u>Segments</u>	<u>Limits</u>	<u>Improvements required</u>
District 7		
II-III	P.M. VEN 0.00/R14.41= 14.53	Upgrade/Operational improvements
IV	P.M. VEN R14.41= 14.53/16.58	Additional lane of capacity required in each direction through peak period parking restrictions
V	P.M. VEN 16.58/19.93	Additional lane of capacity required in each direction through peak period parking restrictions
VI	P.M. VEN 19.93/34.40	Upgrade/Operational improvements

ROUTE CONCEPT REPORT
ROUTE 150
CASITAS PASS ROAD, BALDWIN ROAD, VENTURA AVENUE
OJAI AVENUE, OJAI ROAD, AND 10TH STREET
05-150 P.M. SBAR 0.0/SBAR 2.2
07-150 P.M. VEN 0.00/VEN 34.40

STATEMENT OF PLANNING INTENT

This Route Concept Report (RCR) is a planning document which expresses the Department's judgment on what the characteristics of Route 150 should be to respond to the projected travel demand over the 20-year planning period.

It contains the Department's goal for the development of Route 150 in terms of level of service and broadly identifies the nature and extent of improvements needed to reach these goals. It provides the basis for the preparation of a route development plan and the system analysis which indicates the level of service provided on the system at a given level of funding.

This report was prepared by District 7 in cooperation with District 5 and represents the combined expertise of the district's staffs. Facility dimensions (e.g., roadway widths or number of lanes on a multi-laned facility) discussed in this report represent an initial planning approach to scoping candidate improvement and determining estimated costs.

All information in this RCR is subject to change as conditions change and new information is obtained. Consequently, the nature and size of identified improvements may change as they move

through the project development stages, with final determinations made at the time of project planning and design. If the nature and size of improvements change from that included in this report during later project development stages, this will be cause to review this RCR.

For continuity and to create a consistent route concept, this report will cover both the District 5 and District 7 portions of this route. It should be noted however, that each district's funding allocations are apportioned separately.

ROUTE DESCRIPTION

Setting:

Route 150, a conventional highway for its entire length, begins at the route 101 Freeway in Santa Barbara County (District 5) and traverses easterly into Ventura County (District 7). The District 5 portion extends between the Route 101 Freeway and the Ventura/Santa Barbara County line (PM.SB 0.0/2.2), a distance of 2.2 miles. District 7's portion begins at the Santa Barbara/Ventura County line and terminates at Route 126 in Ventura County (PM.0.00/34.40), a distance of 34.40 miles. The route traverses the unincorporated areas of Santa Barbara and Ventura Counties as well as the incorporated Cities of Ojai and Santa Paula in Ventura County.

Land use in this corridor ranges from undeveloped land, agricultural land, recreational and some residential dwellings. A rural setting with some agricultural land use surrounds the District 5 portion of this route. Agricultural, commercial, recreational

and residential land uses exist in the District 7 corridor. In the Cities of Ojai and Santa Paula (District 7), commercial land use predominates.

The route provides access to various recreational areas including Steckel County Park (District 7), Lake Casitas Recreation Area (District 7), Soule Recreation Area (District 7) and several beach areas (District 5). In both districts, the topography along the Route 150 corridor ranges from flat to mountainous terrain.

ROUTE CLASSIFICATION/PURPOSE

The District 5 segment of Route 150, has a MA, minor arterial, classification. In District 7, this route is classified as both a P1M, extension of a rural minor arterial into an urban area, and a MA. The P1M classification exists between the Ventura County line and Burnham Road (P.M. Ven 0.00/R13.30) and between Gorham Road and Bridge Road (P.M. Ven 18.9/31.5). The route's MA classification exists between Burnham Road and Bridge Road (P.M. Ven 13.3/18.9) and between Bridge Road and Route 126 (P.M. Ven 31.5/34.4).

The entire route serves as a commuter and recreational facility providing access between the Cities of Carpinteria (District 5) and Ojai and Santa Paula (District 7).

EXISTING FACILITIES

For its entire length in District 5 and District 7, Route 150 is

a 2-lane conventional highway with standard and substandard lanes. No median or shoulders exists in the District 5 portion (Route 101 and the Santa Barbara/Ventura County line, RM. SB R0.0/2.2). The District 7 portion (Santa Barbara/Ventura County line to Route 126, RM. Ven 0.00/34.40) also does not have a median. The shoulders vary in width from 0 to 8 feet wide. Route 150 interchanges with two freeways--Route 101 (District 5) and Route 126 (District 7), and two conventional highways--Route 192 (District 5) and Route 33 (District 7).

Signalized intersections do not exist on the District 5 segment. In District 7, there are a total of six signalized intersections all of which possess left turn pockets. Parking restrictions exist along the route in the two incorporated cities.

TRAFFIC CONTROLS

The following identifies the locations of the six signalized intersections in District 7.

- ° Baldwin Avenue at Junction Route 33(S)
- ° Ventura Avenue at Junction Route 33(N)
- ° Ojai Avenue at Signal Street
- ° 10th Street at Santa Barbara
- ° 10th Street at Main Street
- ° 10th Street at Harvard Boulevard

A 55 mph speed limit exists in District 5. Route 150's posted speed limit in District 7 ranges from 25 to 55.

ALTERNATE ROUTES

No routes provide parallel service for this facility in either district.

TRANSIT SERVICE

No transit operator serves this corridor and no park-and-ride facilities exist.

EXISTING OPERATING CONDITIONS

Average Daily Traffic (ADTs) volumes for the District 5 portion range from a low 1,800 between Ventura/Santa Barbara County line and the Santa Barbara/Ventura County line (P.M. SB 1.55/2.20) to a high of 2,600 between Route 101 and the Ventura/Santa Barbara County line (P.M. R0.00/1.55). During the peak periods, Route 150 in District 5 operates at Level of Service (LOS) A.

For the portion of Route 150 traversing District 7, ADTs range from a low of 1,800 between Santa Barbara/Ventura County line and Santa Ana Canyon Road (P.M. Ven 0.00/11.27) to a high of 22,300 between Ventura Street and Gridley Road (P.M. Ven 17.49/18.58). During the peak periods, commuters experience a LOS ranging from LOS A to LOS E.

YEAR 2005 PROJECTIONS

The District 5 traffic projections for the year 2005 show an increase in ADTs ranging from a low of 35% between Route 101 and the Ventura/Santa Barbara County line (P.M. SB R0.00/1.55) to a high of 94% between the Ventura/Santa Barbara County line and the

Santa Barbara/Ventura County line (P.M. SB 1.55/2.20). This segment will be operating at LOS B in the year 2005.

The Los Angeles Regional Transportation Study (LARTS) model projects that in the year 2005 ADTs on the District 7 portion of Route 150 will increase from a low of 25% between Santa Paula Road and Main Street (P.M., Ven 31.26/34.10) to a high of 116% between Rice Road and Route 33(S) (P.M., Ven 14.11/14.41=14.53). Except for the portion of Route 150 between Loma Road and Gridley Road (P.M., Ven 15.02/18.58) which will operate at LOS F, the remainder of the roadway has a projected LOS ranging from LOS B to LOS E.

STIP PROJECTS

The current STIP lists the following project in District 5 on Route 150.

05-150 - 1.1 (Br No. 51-140) reconstruct bridges (FY 1985-86)
(Project number 119)

The STIP does not list any projects in District 7.

Accidents:

The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) identified the entire route as having accident rates higher than the expected level. The expected level represents the statewide average accident rate for a particular highway classification. TASAS has also identified the following subsegments as requiring attention:

District 5:

<u>SEGMENTS</u>	<u>P.M.</u>	<u>ACTUAL</u>		<u>EXPECTED</u>	
		<u>F+I/MVM</u>	<u>TOT/MVM</u>	<u>F+I/MVM</u>	<u>TOT/MVM</u>
I	0.58/0.78	19.76	19.76	1.35	2.62
I	1.34/1.54	44.46	49.40	1.35	2.62

District 7:

<u>SEGMENTS</u>	<u>P.M.</u>	<u>ACTUAL</u>		<u>EXPECTED</u>	
		<u>F+I/MVM</u>	<u>TOT/MVM</u>	<u>F+I/MVM</u>	<u>TOT/MVM</u>
II	1.54/1.74	14.60	21.90	1.66	3.07
VI	21.06/21.26	12.43	24.87	1.38	2.67
VI	30.60/30.80	11.78	23.55	1.33	2.57

ROUTE CONCEPT

The route concept for Route 150 is to achieve a LOS D and where LOS D is unattainable to reduce the period of congestion which would be experienced if no improvements are made. However, certain segments of this route will operate at LOS's better than the concept as shown on Exhibit C, which describes the operational conditions of this route. The following lists the improvements needed to achieve this route concept. Where additional capacity is required, the environmental process will determine its operation (HOV or mixed-flow).

District 5:

<u>SEGMENT</u>	<u>LIMITS</u>	<u>EXISTING</u>	<u>RCR</u>
I	P.M. SBAR R0.00/ 2.20	2-lane rural conventional highway	Upgrade/operational improvement

District 7:

<u>SEGMENTS</u>	<u>LIMITS</u>	<u>EXISTING</u>	<u>RCR</u>
II	P.M. Ven 0.00/ 11.27	2-lane rural conventional highway	Upgrade/operational improvement LOS D 40 mph
III	P.M. Ven 11.27/ R14.41=14.53	2-lane rural conventional highway	Upgrade/operational improvement LOS D 40 mph

District 7: (contd)

<u>SEGMENTS</u>	<u>LIMITS</u>	<u>EXISTING</u>	<u>RCR</u>
IV	P.M. Ven R14.41= 14.53/16.58	2-lane suburban conventional highway	4-lane suburban conventional highway LOS D-15-20 mph (Posted 25 mph)
V	P.M. Ven 16.58/ 19.93	2-lane suburban conventional high- way	2/4-lane suburban conventional high- way between P.M. 16.58/18.58 LOS D 15-20 mph
VI	P.M. Ven 19.93/ 34.40	2-lane rural conventional highway	Upgrade/Operational improvement LOS D 40 mph

Segment 1: Route 101/SB/Ven Co. Line (P.M. SBAR R0.00/2.20)

This segment contains two bridges with accident rates higher than the expected level. Through a current STIP project, both bridges will be upgraded. The route concept envisions no major improvements.

Segments 4 and 5: Route 33(S) to Reeves Road (P.M. R14.41=14.53/19.93)

The route concept envisions adding a lane of capacity in each direction for the entire length of Segment 4 and also between PM 16.58/18.58 (Route 33(N) to Gridley Road) in Segment 5. This additional capacity could be achieved by imposing peak period parking restrictions in these areas.

The route concept is based on the peak direction (worst case) traffic. The improvements described above will provide a LOS D or better in this direction. In some segments and in the reverse flow the resulting LOS will be much better. See Exhibit C for the entire range of anticipated LOS that are expected with this route concept.

Concept Rationale:

District 5:

No congestion presently exists on the district 5 segments of Route 150, therefore, there is no need for any major improvements. The two bridges under this district's jurisdictions have accident rates higher than the statewide average. However, through a current STIP project, both of these bridges will be upgraded.

District 7:

Commuters traveling the portion of Route 150 which traverses District 7 presently experience no major congestion. The year 2005 projections show that around the City of Ojai, the LOS will deteriorate to LOS F. An additional lane of capacity is recommended for this area. This will result in an acceptable LOS.

OTHER ITEMS

District 7:

- o The installation of traffic signals has been proposed at the the following locations in the City of Ojai:
 - Route 150 at Bristol Road
 - Route 150 at Country Club Drive

SEG. P.M.

1 SB R0.00/2.20

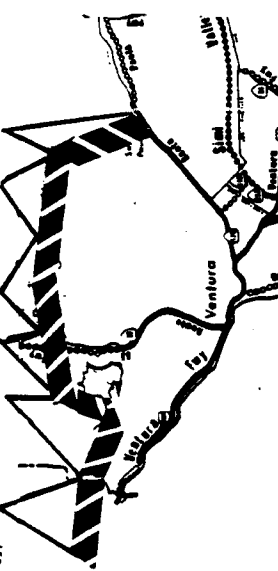
2 Ven 0.00/11.27

3 Ven 11.27/14.41=14.53

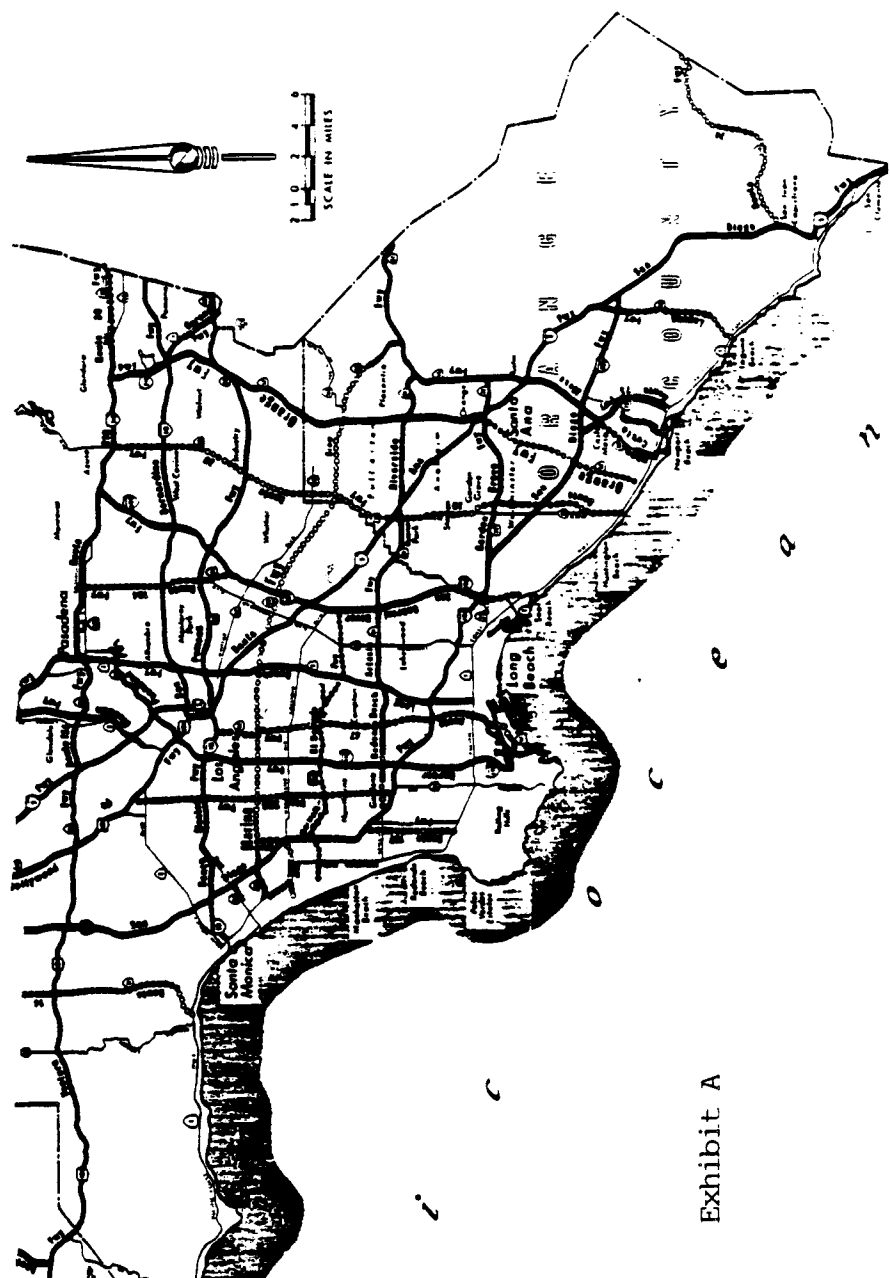
4 Ven R14.41=14.53/16.58

5 Ven 16.58/19.93

6 Ven 19.93/34.40



SEG.	ROUTE 150 PM (LIMITS)	EXISTING		2005		
		FAC	LOS	ROUTE CONCEPT		
				NULL	FAC	LOS
I	R0.00/2.20 (Rte 101-SB/Ven Co. line)	2C	A	B	2C	D
II	0.00/11.27 (SB/Ven Co. line-Santa Ana Canyon Road)	2C	A	C	2C	D
III	11.27/R14.41=14.53 (Santa Ana Canyon Rd.-Rte 33S)	2C	A	B	2C	D
IV	R14.41=14.53/16.58 (Rte 33S-Rte 33N)	2C	E	F	4C	D
V	16.58/19.93 (Rte 33N-Reeves Rd.)	2C	E	F	4C	D
VI	19.93/34.40 (Reeves Rd.-Rte 126)	2C	C	D	2C	D



DISTRICT 7 SYSTEM PLANNING ROUTE 150

Legend

- LEGISLATIVE AND SIGN ROUTE NUMBER
- INTERSTATE ROUTE
- STATE SIGN ROUTE
- COMPLETED
- UNDER CONSTRUCTION
- BUDGETED
- ROUTE ADOPTED
- ROUTE UNDER STUDY
- ROUTE NOT ADOPTED
- Exact location not determined
- EXPRESSWAY
- FREIGHTWAY

Exhibit A

LEVEL OF SERVICE

ROUTE 150 SBAR, VEN

LIMITS SBAR P.M. R0.00/2.20
VEN P.M. 0.00/34.40

LOS	MPH
A, B	25-30
C	20-25
D	15-20
E	15
F	7.5

LIMITS POST MILE		WESTBOUND					LANES					EASTBOUND					LANES				
		A.M. PEAK			P.M. PEAK		A.M. PEAK			P.M. PEAK		A.M. PEAK			P.M. PEAK		A.M. PEAK			P.M. PEAK	
		EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR	EXIST.	2005 NULL	RCR		
RT 126	72.00 / 1.55	B	C	C	C	C	B	C	C	C	C	B	C	C	C	C	B	C	C	C	C
SR 161	1.53 / 1.20	B	C	C	C	C	B	C	C	C	C	B	C	C	C	C	B	C	C	C	C
SR 161	0.00 / 11.27	B	C	C	C	C	B	C	C	C	C	B	C	C	C	C	B	C	C	C	C
SR 161	11.27 / 17.11	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
SR 161	17.11 / 17.53	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
SR 161	17.53 / 15.02	E	F	D	D	D	E	F	D	D	D	E	F	D	D	D	E	F	D	D	D
SR 161	15.02 / 16.58	E	F	D	D	D	E	F	D	D	D	E	F	D	D	D	E	F	D	D	D
SR 161	16.58 / 17.59	E	F	D	D	D	E	F	D	D	D	E	F	D	D	D	E	F	D	D	D
SR 161	17.59 / 18.59	F	F	D	D	D	F	F	D	D	D	F	F	D	D	D	F	F	D	D	D
SR 161	18.59 / 19.04	F	F	D	D	D	F	F	D	D	D	F	F	D	D	D	F	F	D	D	D
SR 161	19.04 / 19.95	F	F	D	D	D	F	F	D	D	D	F	F	D	D	D	F	F	D	D	D
SR 161	19.95 / 22.98	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D
SR 161	22.98 / 31.26	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D
SR 161	31.26 / 34.40	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D
SR 161	34.40 / 34.40	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D	C	C	D	D	D

SB/VEN 150 EXISTING FACILITIES

Jct. Route 101

Jct. Route 192 P.M. 1.67

Jct. Route 33 South P.M. 14.53

Jct. Route 33 North P.M. 16.58

Jct. Route 126 Santa Paula Freeway

POST MILE	Li. shldr.	# Lanes	Med.	# Lanes	Rt. shldr.
SB R.O.O	6'	1s	0'	1s	6'
1.1	1'				1'
SB 2.3-Ven 0.0	2'				2'
Ven 0.0	3'				3'
4.6	2'				2'
5.4	0'	1		1	0'
6.4	6'	1s		1s	6'
11.4	3'				4'
12.2	8'	1		1	8'
13.1	0'				0'
13.4	8'				8'
13.6	6'				6'
14.6	3'				3'
14.8	8'				8'
18.7	2'	1s		1s	2'
19.6	8'				8'
20.0	6'				6'
21.7	8'				8'
23.5	6'				6'
25.5	5'				5'
26.2	0'	1		1	0'
28.3	2'	1s		1s	2'
28.7	6'				6'
29.9	3'				4'
32.0	5'				5'
32.7	0'	1		1	0'
32.9					
34.5					

s = substandard lane width

ROUTE 150 ROUTE DEVELOPMENT PLAN

INTRODUCTION

The Route Development Plan (RDP) identifies improvements that can be funded in the five years following the 1984 STIP for four alternative levels of funding. These improvements lead toward attainment of the route concept as identified in the Route Concept Report (RCR).

RELATIONSHIP TO STIP

RDP's consider the 20-year planning period, but address improvements only in the five years following the 1984 STIP (FY 1989/90 - FY 1993/94). The STIP is a given condition for the RDP's. Concerns resolved in the STIP are not addressed in the RDP. The RDP Fund Estimates represent those funds available for the five years following the 1984 STIP over and above the funds required to complete the STIP.

RDP FUND ESTIMATES

The RDP Fund Estimate is divided into two categories: 1) major capacity and operational improvements (HB42, HB44, and HE1) and 2) all other funding programs subject to the north/south split and county minimums. The RDP Fund Estimate represents total anticipated highway allocations less noncapital outlay, local assistance, maintenance, and lump sum minor improvements.

Note that all fund estimates and improvements are in 1984 dollars. Exhibit I gives more information on each funding alternative.

ROUTE DESCRIPTION AND PURPOSE

See RCR, "Route Description" and "Route Classification and Purpose."

ROUTE IMPROVEMENT STRATEGY

The route concept envisions that by the year 2005, Route 150 will be a two lane conventional highway except approaching and in the City of Ojai where it will widen out to a 4-lane suburban conventional highway. The improvements described below will enable certain segments of this facility to achieve the concept.

Route 33(W) to Reeves Road (Segment V) P.M. 16.58/19.93

This portion of Route 150 serves as the primary facility through the City of Ojai. This improvement is needed to serve traffic demand within the City of Ojai as well as intraregional traffic demand. This additional capacity could be achieved through peak period parking.

This improvement has a moderately high priority in the District as it is funded under Alternatives 3 and 4. All of Alternative 1 funds were required to complete projects already identified in the STIP.

ISSUES OF CONCERN

By the year 1995, the LOS in this segment will deteriorate to F. As shown below, the existing LOS is unacceptable. Therefore, improvements will be required to enable this route to operate at an acceptable LOS.

PROPOSED IMPROVEMENTS

To achieve the 1995 Planned LOS, one additional lane of capacity is needed in Segment V. This additional capacity could be achieved through peak period parking restrictions. The Environmental process will determine the operation of this additional capacity. The following shows the facility and LOS for Existing, 1995 NULL, (no improvements) 1995 Planned, and 2005 Concept.

<u>SEGMENT</u>	<u>P.M.</u>	<u>EXISTING FAC/LOS</u>	<u>1995 NULL FAC/LOS</u>	<u>1995 PLAN FAC/LOS</u>	<u>2005 CONCEPT FAC/LOS</u>
V	16.58/19.93	2 lane sub con. hwy/F	2 lane sub con. hwy/F	2/4 lane sub con. hwy/C	2/4 lane sub con. hwy/D

Note: sub con. hwy = suburban conventional highway

For a complete summary of the improvements and cost estimates see Exhibit II.

Exhibit I

ROUTE DEVELOPMENT PLAN FUNDING ALTERNATIVES

ALTERNATIVE FUNDING LEVEL 1

Is based on current revenue levels plus a small increase to match all federal revenue. The funds are separated by Interstate 4R and Non-Interstate. (After adjustments for inflation, HB42, HB44 and HE1 funds are reduced by about 65 percent from the 1984 STIP period.)

ALTERNATIVE FUNDING LEVEL 2

Assumes an increase over current revenue levels to keep up with inflation. The funds are separated by Interstate 4R and Non-Interstate. (After adjustments for inflation, HB42, HB44 and HE1 funds are reduced by 25 percent.)

ALTERNATIVE FUNDING LEVEL 3

Assumes a significant increase over Alternative Funding Level 2. The funds are separated by Interstate 4R and Non-Interstate. (After adjustments for inflation, HB42, HB44 and HE1 funds are increased by 50 percent.)

ALTERNATIVE FUNDING LEVEL 4

Assumes a significant increase over Alternative Funding Level 3. The funds are separated by Interstate 4R and Non-Interstate. (After adjustments for inflation, HB42, HB44 and HE1 funds are doubled.)

VERIFY DIST07: 05/21/85 TIME : 7.57.00

DISTRICT 07 CLIPBOARD SUMMARY FILE

*** ROUTE 150 ***

DIST	CO	RTE	PMB	PMA	LENGTH	IMP	VAR	IMPLEN	CUR-FAC CON-FAC	CUR-L CON-L TEN-L ALT-L	CUR-OS CON-OS TEN-OS ALT-OS	CUR-V/C TEN-D/C ALT-D/C	COST
ALT	IMPROVEMENT DESCRIPTION												
07	-	VEN	-	11.3	11.3				2C 2C	8 D	55 40	.19	
1A						0		.0	2C	8	50	.25	0
1R						0		.0	2C	8	50	.25	0
2A						0		.0	2C	8	50	.25	0
2B						0		.0	2C	8	50	.25	0
3A						0		.0	2C	8	50	.25	0
3R						0		.0	2C	8	50	.25	0
4A						0		.0	2C	8	50	.25	0
4B						0		.0	2C	8	50	.25	0
07	-	VEN	-	11.3	3.1				2C 2C	C D	50 40	.39	
1A						0		.0	2C	C	50	.50	0
1R						0		.0	2C	C	50	.50	0
2A						0		.0	2C	C	50	.50	0
2B						0		.0	2C	C	50	.50	0
3A						0		.0	2C	C	50	.50	0
3R						0		.0	2C	C	50	.50	0
4A						0		.0	2C	C	50	.50	0
4B						0		.0	2C	C	50	.50	0
07	-	VEN	-	14.4	2.2				2C 4C	E D	30 40	.95	
1A						0		.0	2C	F	25	1.10	0
1R						0		.0	2C	F	25	1.10	0
2A						0		.0	2C	F	25	1.10	0
2B						0		.0	2C	F	25	1.10	0
3A						0		.0	2C	F	25	1.10	0
3R						0		.0	2C	F	25	1.10	0
4A						0		.0	2C	F	25	1.10	0
4B						0		.0	2C	F	25	1.10	0

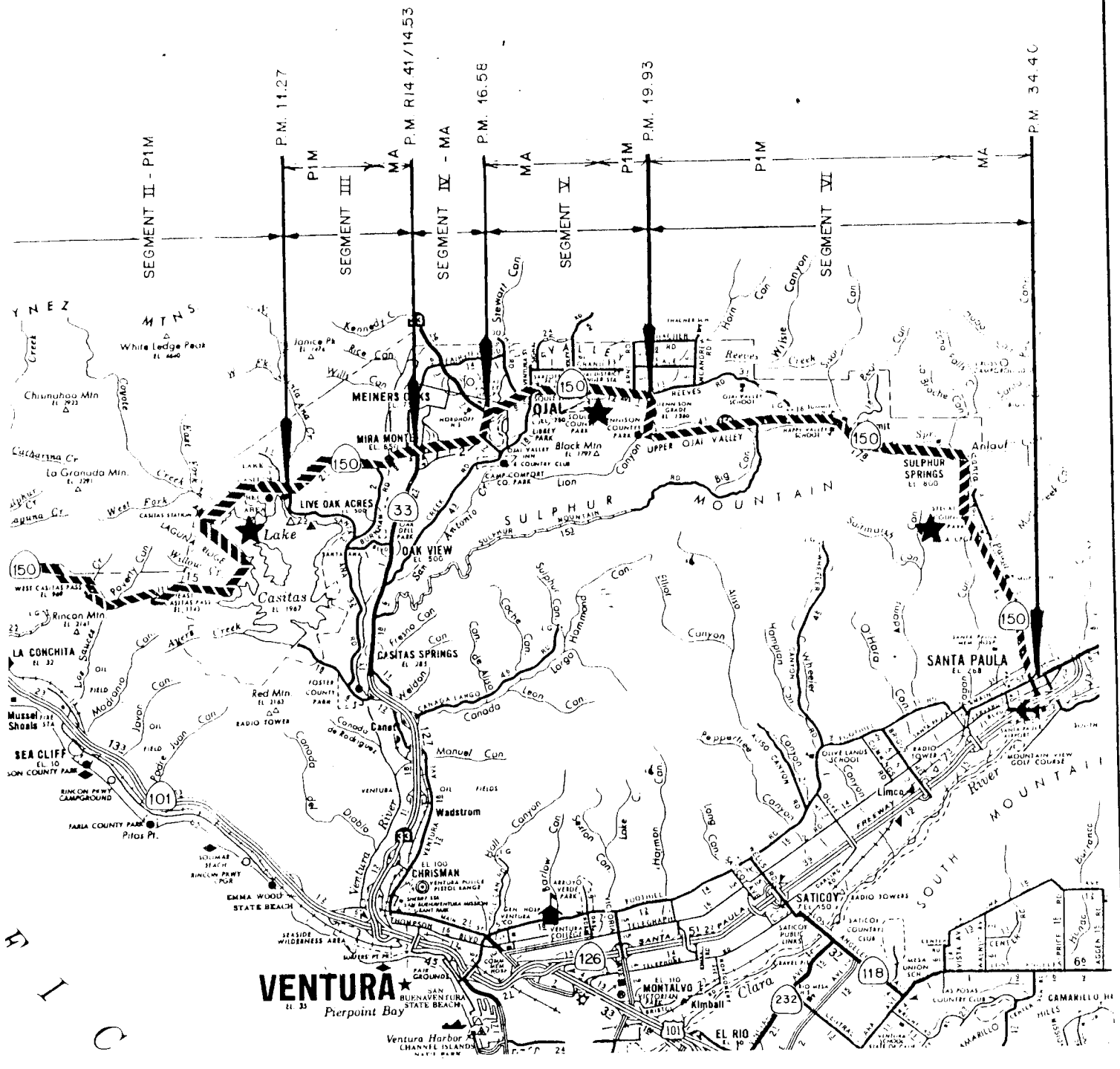
EXHIBIT II

VERIFY DIST07: 05/21/85 TIME : 7.57.00

DISTRICT 07 CLIPBOARD SUMMARY FILE

*** ROUTE 150 ***

DIST	CO	RTE	PMB	PMA	LENGTH	IMP	VAR	IMPLEN	CUR-FAC CON-FAC	CUR-L CON-L TEN-L ALT-L	CUR-OS CON-OS TEN-OS ALT-OS	CUR-V/C TEN-D/C ALT-D/C	COST
07	-	VEN - 150	-	16.6 / 19.9	3.3				2C 4C	F D F F F F F F F C F C	12 20 12 12 12 12 12 12 12 30 12 30	1.00 1.17 1.17 1.17 1.17 1.17 1.17 1.17 1.17 .49 1.17 .49	0 0 0 0 0 0 0 0 0 6600 0 6600
1A						0		.0	2C				
1B						0		.0	2C				
2A						0		.0	2C				
2R						0		.0	2C				
3A						0		.0	2C				
3R						0		.0	2C				
4A		ADD 2 LANES,				20		2.0	4C				
4B		ADD 2 LANES,				20		2.0	4C				
07	-	VEN - 150	-	19.9 / 34.4	14.5				2C 2C	D D D E E E E E E E E E	40 40 30 30 30 30 30 30 30 30 30 30	.67 .75 .75 .75 .75 .75 .75 .75 .75 .75 .75 .75	0 0 0 0 0 0 0 0 0 0 0 0
1A						0		.0	2C				
1B						0		.0	2C				
2A						0		.0	2C				
2R						0		.0	2C				
3A						0		.0	2C				
3R						0		.0	2C				
4A						0		.0	2C				
4B						0		.0	2C				



20)		II (VEN 000/11:27)				III (VEN 11:27/14:41)				IV (VEN 14:41/16:58)				V (VEN 16:58/19:93)				VI (VEN 19:93/34:40)			
Null	RCR	EXIST	2005 Null	RCR	EXIST	2005 Null	RCR	EXIST	2005 Null	RCR	EXIST	2005 Null	RCR	EXIST	2005 Null	RCR	EXIST	2005 Null	RCR		
	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1		
	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	1		
2'	0'/2'	0'/2'	0'/2'	0'/2'	0'/8'	0'/8'	0'/8'	0'/8'	0'/8'		0'/8'	0'/8'					0'/8'	0'/8'	0'/8'		
00	3500	1800	3000	3000	3100	5000	5000	14,100	18,000	18,000	22,300	30,000	30,000	12,000	15,000	15,000					
00	600	310	520	520	420	677	677	1800	2365	1182	2000	2690	1350	1200	1500	1500					
00	600	310	520	520	420	677	677	1800	2365	1182	2000	2690	1350	1200	1500	1500					
8	.38	.19	.33	.33	.26	.42	.42	.95	1.24	.49	1.00	1.35	.56	.67	.83	.83					
38	.38	.19	.33	.33	.26	.42	.42	.95	1.24	.49	1.00	1.35	.56	.67	.83	.83					
5 (2.65)		3.38 (3.07)				3.03 (2.63)				1.80 (2.69)				4.16 (4.82)				3.45 (3.28)			
(1.37)		2.02 (1.66)				1.82 (1.25)				.93 (1.07)				1.56 (1.99)				2.06 (1.61)			
00'	100'	100'	100'	100'	100'	100'	100'	40'	40'		80'	80'		60'	60'						

ROUTE CONCEPT REPORT ROUTE 150

P.M. SB R0.00/2.20
P.M. VEN 0.00/34.40

LEGEND

- UNIVERSITIES
- MUNICIPAL AIRPORT
- OTHER TRAFFIC GENERATORS

EXHIBIT B